OFFICE CONSOLIDATION
November 2001

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KILLARNEY/ GLENGARRY

Area Redevelopment Plan

Bylaw 16P85
Approved 1986, March 10

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

104-00824/

NOTE:

This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1	19P86	Change Map 2 - Land Use Policy (114Z86)	1986 November 10
2	14P91	Change Map 2 - Land Use Policy (57Z91)	1991 September 09

Amended portions of the text are printed in italics and the specific amending bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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KILLARNEY/GLENGARRY AREA REDEVELOPMENT PLAN

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PREFACE

An Area Redevelopment Plan (ARP) is a planning document adopted by bylaw which sets out a comprehensive program of land use policies and other planning proposals that help to determine and guide the future of an individual community within the city. As such, an ARP is intended to supplement the Land Use Bylaw by providing a local policy context and, where appropriate, specific land use and development guidelines, on which the Approving Authority can base its judgement when deciding on community planning-related proposals. While the districts of the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to both the existing land use districts as well as to proposed redesignations of specific sites within a community.

The expected life of the Killarney/Glengarry ARP is in the order of ten to fifteen years. However, this may vary in relation to general growth trends within the city, or to specific trends within the community. It is important, therefore, that an evaluation to judge the Plan's effectiveness in meeting its objectives be undertaken within approximately five years of its approval.

SUMMARY

The major recommended policies in the Killarney/ Glengarry ARP are summarized below. For a complete list of the recommendations refer to the implementation paragraphs included in each major section.

Residential Land Use

- The R-2 designation of the majority of the community is retained.
- Guidelines for infill development on narrow lots are recommended to ensure that efforts are made to have new development compatible architecturally with the existing streetscape.
- Redesignation is recommended in certain multi-family areas to encourage townhousing rather than apartment development as a preferred form of medium density residential development.

Transition

- The existing RM-4 residential designation on the 17 Avenue properties between 30 Street and 33 Street S.W. is continued under a transition policy which encourages owner initiated redesignation to C-3(23).

Commercial

- The majority of the local commercial areas retain their current C-1 designation.
- The allowable height on 17 Avenue development is reduced from 46 to 23 metres. The maximum allowable density will remain at 3 F.A.R.
- Certain lands designated C-1, but in residential use, are recommended for redesignation to the adjacent residential designation.
- The service station on the C-3 site at 37 Street S.W. and Richmond Road is recommended for redesignation to C-1A.

Open Space and Recreation

- A Needs and Preference Study will be undertaken within the community.
- A park design will be prepared for the old Glengarry School site.
- The City will acquire, on an opportunity basis, an open space site in the northwest quadrant of the community.
- Should the Calgary Board of Education be unable to assure the maintenance of the Killarney School site as open space in perpetuity, the City will acquire a portion of the Holy Name Separate Elementary School site, for open space purposes, should that site be declared surplus by the Separate School Board.

School Facilities

- The City will communicate to the School Boards various requests and suggestions regarding school closures and reuse

Transportation

- 33 Street S.W. and 26 Street S.W. will be classified as collector streets with guidelines protecting their residential nature.
- The full closures for the intersections of the local streets along the south side of 17 Avenue S.W. approved in the Southwest Roads Study will be amended to partial closures.
- Traffic lights will be installed at the intersections of 17 Avenue and 26 Avenue on 29 Street S.W
- Transportation Department staff will be available at the community's request to address transportation problems.

Social Needs

- The projected needs for senior citizen housing in the community will be evaluated with consideration given to potential housing sites.

1. INTRODUCTION

1.1 Study Boundaries

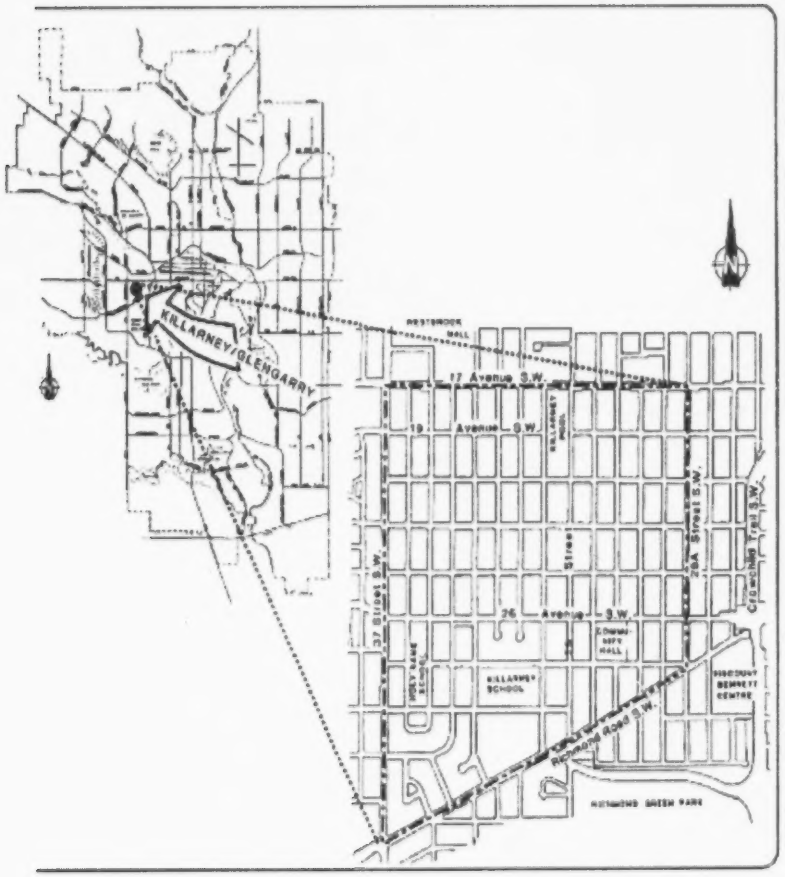
The boundaries of the Killarney/Glengarry Area Redevelopment Plan (ARP) study area are indicated on Map 1 and may be summarized as follows:

North:	17 Avenue S.W.
East:	25A Street S.W.
South:	Richmond Road S.W.
West:	37 Street S.W.

1.2 Goals

The policies in the Killarney/Glengarry ARP are designed to contribute to achieving certain goals identified by the community while at the same time respecting City-wide planning considerations. In general terms, the overall goal of the ARP is to improve the living and working environment wherever possible in Killarney/Glengarry. The goals are:

- To establish policies reinforcing the stability of the land use in Killarney/Glengarry;
- To encourage the provision of the types of housing, facilities and services necessary to meet the needs of families with children.
- To recognize the increasing number of senior citizens in the community and consider their needs;
- To ensure that the opportunity for a range of housing types continues to be offered in Killarney/ Glengarry;
- To optimize the quality and type of recreational and open space amenities available in the community.
- To implement the policies of the Calgary General Municipal Plan as they apply to Killarney/ Glengarry.



KILLARNEY/ GLENGARRY

MAP No 1

TITLE
STUDY AREA

LEGEND
Community Boundary

DATE March 1986

THE CITY OF CALGARY

2. LAND USE AND DEVELOPMENT

2.1 Residential

2.1.1 Objective

To accommodate a variety of housing types while preserving the existing low density residential character of the neighbourhood.

2.1.2 Context

The residential land use policies for Killarney/Glengarry maintain the original low density detached and semi-detached home type of development prevalent throughout the community. In addition the opportunity for higher density townhousing is provided in the interior of the community and close to Richmond Road. The area presently designated for low rise apartments north of 19 Avenue S.W. retains that designation. By offering a range of housing types the community can provide a suitable style of accommodation for people in a variety of economic and lifestyle situations.

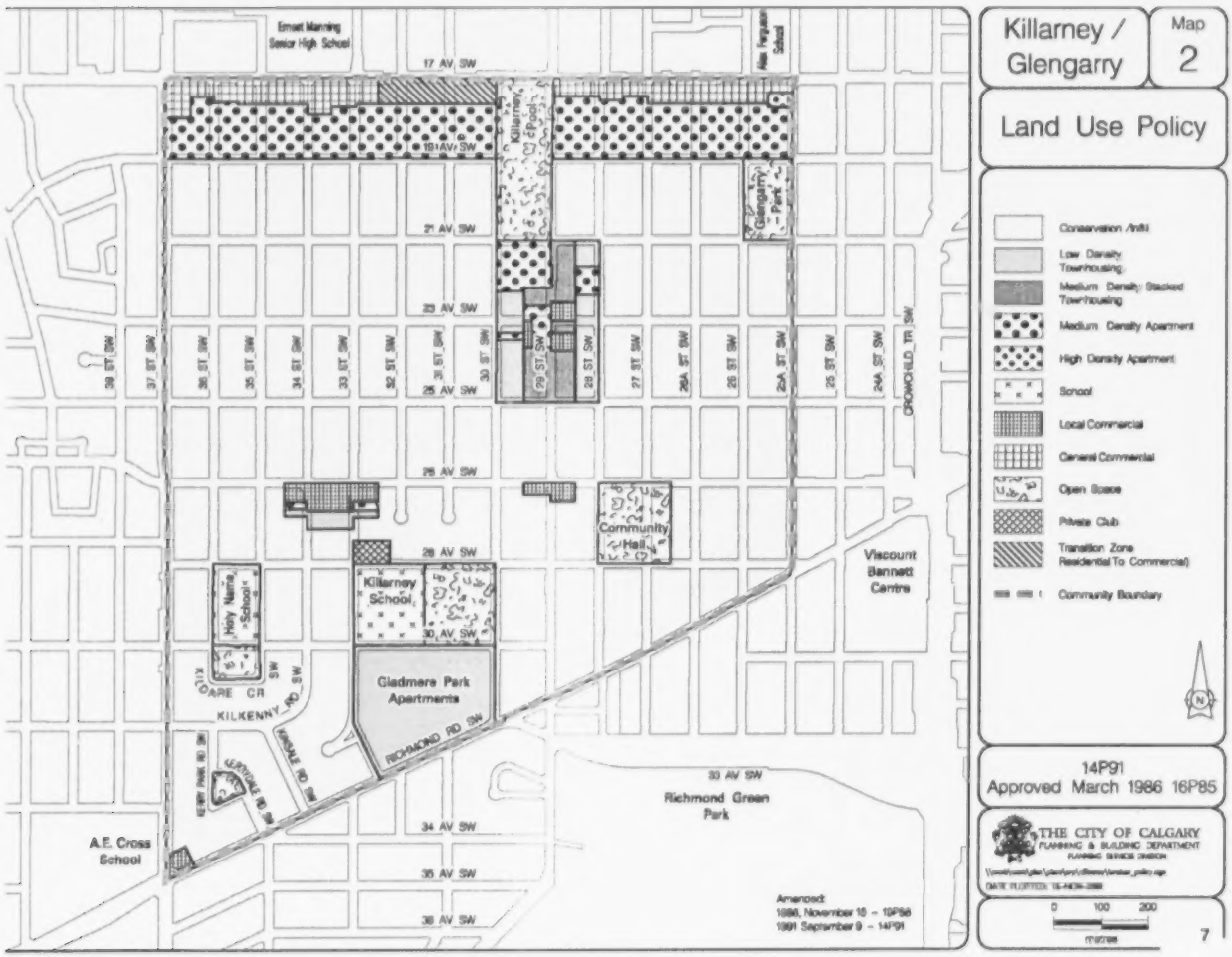
To facilitate implementation of the proposed land use policy three general categories of residential development appropriate for Killarney/Glengarry have been developed:

a) low density single and two-family dwellings;
b) townhouse development; and
c) low-rise apartment development.

In addition, one high-rise residential site designation approved under a Direct Control bylaw will be retained.

Low Density Dwelling - Conservation/Infill

This policy category provides for the form and density allowed under the existing R-1 and R-2 Land Use Bylaw districts which includes single-family detached, semi-detached, duplex and converted structures containing no more than two units. This policy, which is applied to the great majority of the residential land in Killarney/Glengarry, essentially represents a conservation/infill policy designed to retain a low density of dwelling units and the traditional home built form while permitting infill development.


Killarney / Glengarry
Map 2
Land Use Policy
Conservation /Infill
Low Density Townhousing
Medium Density Stacked Townhousing
Medium Density Apartment
High Density Apartment
School
Local Commercial
General Commercial
Open Space
Private Club
Transition Zone Residential To Commercial)
Community Boundary
14P91
Approved March 1986 16P85
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
0 100 200
Ernest Manning Senior High School
17 AV SW
19 AV SW
21 AV SW
23 AV SW
25 AV SW
26 AV SW
28 AV SW
30 AV SW
33 AV SW
34 AV SW
35 AV SW
36 AV SW
Killarney Pool
Glengarry Park
Alex Ferguson School
39 ST SW
37 ST SW
36 ST SW
35 ST SW
34 ST SW
33 ST SW
32 ST SW
31 ST SW
30 ST SW
29 ST SW
28 ST SW
27 ST SW
26A ST SW
26 ST SW
25A ST SW
25 ST SW
24A ST SW
CROWFIELD TR SW
Community Hall
Viscount Bennett Centre
Killarney School
Holy Name School
Gladmere Park Apartments
KILLARE CR SW
KILKENNY RD SW
RICHMOND RD SW
KERRY PARK RD SW
LEPVRIER TR SW
ARDMORE RD SW
Richmond Green Park
A.E. Cross School
Amended:
1986, November 10 – 16P86
1991 September 9 – 14P91
7

Townhouse Development

Townhouse and stacked townhouse development as proposed for Killarney/Glengarry would be permitted in a range of medium density development of up to 111 units per hectare (45 units per acre). This policy offers the opportunity for higher density development while requiring a built form more compatible with the existing low density development than apartment development. In addition, by providing individual at-grade access to a substantial portion of the units and encouraging private open space, townhouse development can also provide suitable housing for families with children.

The RM-2 and RM-3 districts which would be used to implement this policy provide for maximum densities of 75 dwelling units per hectare (29 units per acre) and 111 units per hectare (45 units per acre) respectively. Since the Land Use Bylaw does not permit use of the RM-2 district outside of the inner city, a Direct Control (D.C.) designation with RM-2 guidelines would be used to implement the low density townhousing policy.

Apartment Development

Medium density apartment development is an appropriate use in the portion of Killarney/Glengarry lying between the 19th Avenue and the 17th Avenue S.W. commercial area. Development in this area will generally occur under the RM-4 land use designation rules with a maximum density of 148 units per hectare (60 units per acre).

2.1.3 Policy

2.1.3.1 The Land Use Policy for Killarney/Glengarry is indicated on Map 2.

2.1.3.2 A Low Density single and two-family dwelling policy for development will continue to be applied to the areas presently designated R-2.

2.1.3.3 Townhouse, stacked townhouse, and apartment development, as permitted under the RM-2 and RM-3 land use designations, represents the built form and density most appropriate within the medium density areas of the community south of 19 Avenue S.W.

2.1.3.4 Low rise apartment development continues to be appropriate between 19 Avenue S.W. and 17 Avenue S.W.

2.1.3.5 The existing D.C. site (25A Street S.W.) with RM-6 guidelines will retain its designation.

2.1.3.6 Non-conforming uses will be avoided wherever possible by ensuring that redesignations initiated by this ARP do not result in existing developments being redesignated to a lower density land use designation which would not allow such development.

2.1.3.7 Utility and road upgrading and other public improvements may be required as redevelopment occurs. Costs associated with such upgrading shall be the responsibility of the developer.

2.1.4 Implementation

To reflect the intent of the residential land use policies, the following guidelines shall be considered by the Approving Authority in reviewing discretionary development applications:

	District	Land Use Policy	Development Guidelines
2.1.4.1	R-2 (Narrow Lot Infill)	Low Density (Conservation/Infill)	To ensure compatibility of Infill housing with surrounding development, both in character and scale, the following are to be encouraged: a) front yard setback similar to surrounding properties; b) retention of existing mature vegetation wherever possible; c) front building entry; d) roofline orientation and slope compatible with surrounding development; e) similar building scale, mass and height; f) similar building finishing materials and external appearance; g) indication of parking location on development permit application; and h) driveway and garage location similar to surrounding properties and to the rear of the property whenever possible.
2.1.4.2	D.C. (RM-2)	Townhousing/ Stacked Townhousing	To demonstrate compatibility of new development with surrounding development, the following are to be encouraged: 1. For single and two-family dwellings, development guidelines as in Section 2.1.4.1.

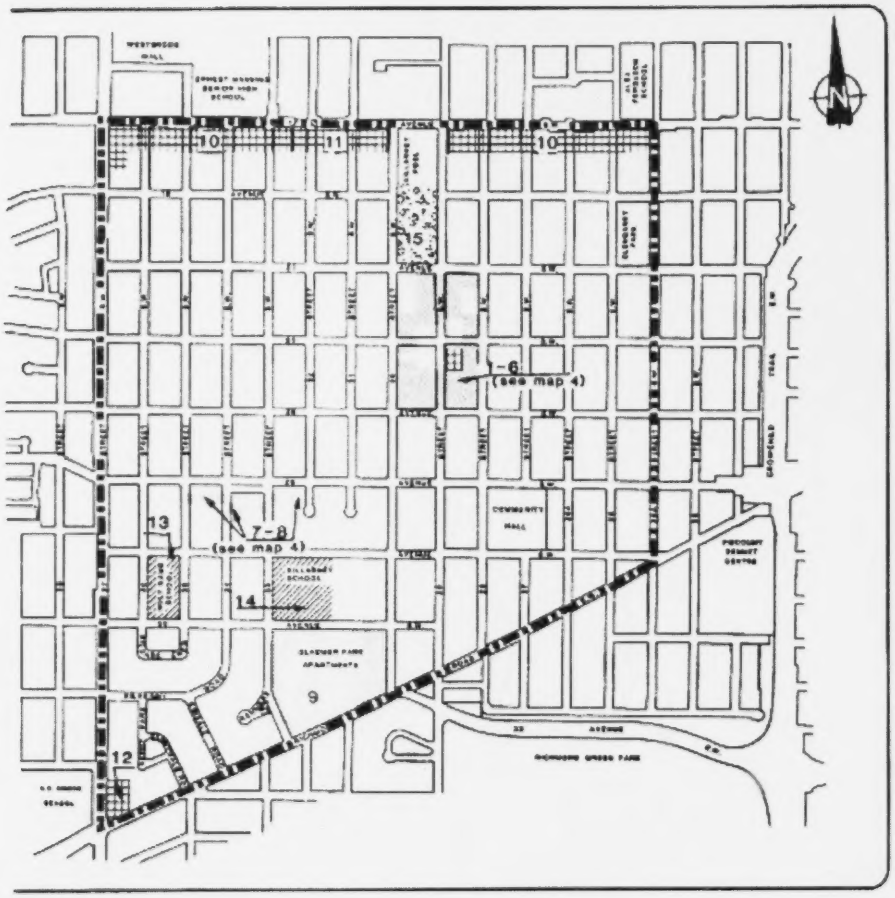
	District	Land Use Policy	Development Guidelines
2.1.4.2 Cont'd			2. For multi-family development: a) front yard setback similar to surrounding properties; b) front yards used as landscaped space or amenity area and not for parking provision; c) retention of existing mature vegetation wherever possible; d) front building entry; e) berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and private amenity areas; f) compatible roofline, orientation and slope; g) building finishing materials, colour, design detail, and facade articulation and rooflines respecting existing building character; h) provision of 1.25 resident parking spaces and .15 visitor parking spaces per dwelling unit; i) as high a proportion of units with 2 or more bedrooms as possible.
2.1.4.3	RM-4, RM-5, D.C. (RM-6)	Medium Density Multi-Unit (Apartment)	The following are to be encouraged: a) provision of a landscape plan that: - retains existing mature vegetation wherever possible - indicates front yards as landscaped space or amenity area and not for parking provision - provides for underground parking wherever possible - utilizes berming or raised planting beds in combination with trees, shrubs and fences to screen surface parking and private amenity areas - indicates parking that is accessed from paved lanes

	District	Land Use Policy	Development Guidelines
			b) provision of a building and site design that: - has a scale, mass and height that does not adversely affect adjacent conservation/infill development, and which allows adequate sunlight penetration to adjacent development - contains building finishing materials, colour, design detail, facade articulation and rooflines which respect the character of adjacent buildings - ensures enclosure or adequate screening of mechanical ventilating and plant equipment c) a variety of housing types; d) provision of .15 visitor parking spaces per dwelling unit in addition to minimum parking requirements of the Land Use Bylaw; e) provision of signage easily read from the road to clearly identify access to, and location of, visitor parking; f) relaxation of front yards is discouraged.
2.1.4.4	-----	-----	Utility upgrading and other public improvements may be required as redevelopment occurs. The costs associated with such upgrading shall be the responsibility of the developer.

Action Required

To implement the residential land use policies the following actions are required. Refer to Maps 3 and 4 for site location. A description of the planning considerations reviewed is contained in the Background Information section.

- The Engineering Department, in consultation with the community, and within one year of adoption of the ARP, should review the community's local improvement needs. Any recommendation for upgrading should be the subject of Local Improvement Bylaws.



KILLARNEY/ GLENGARRY

MAP No 3

TITLE
IMPLEMENTATION AREAS

LEGEND

- Residential (for detail see maps 2,4)
- Commercial
- School Site
- Open Space
- Community Boundary

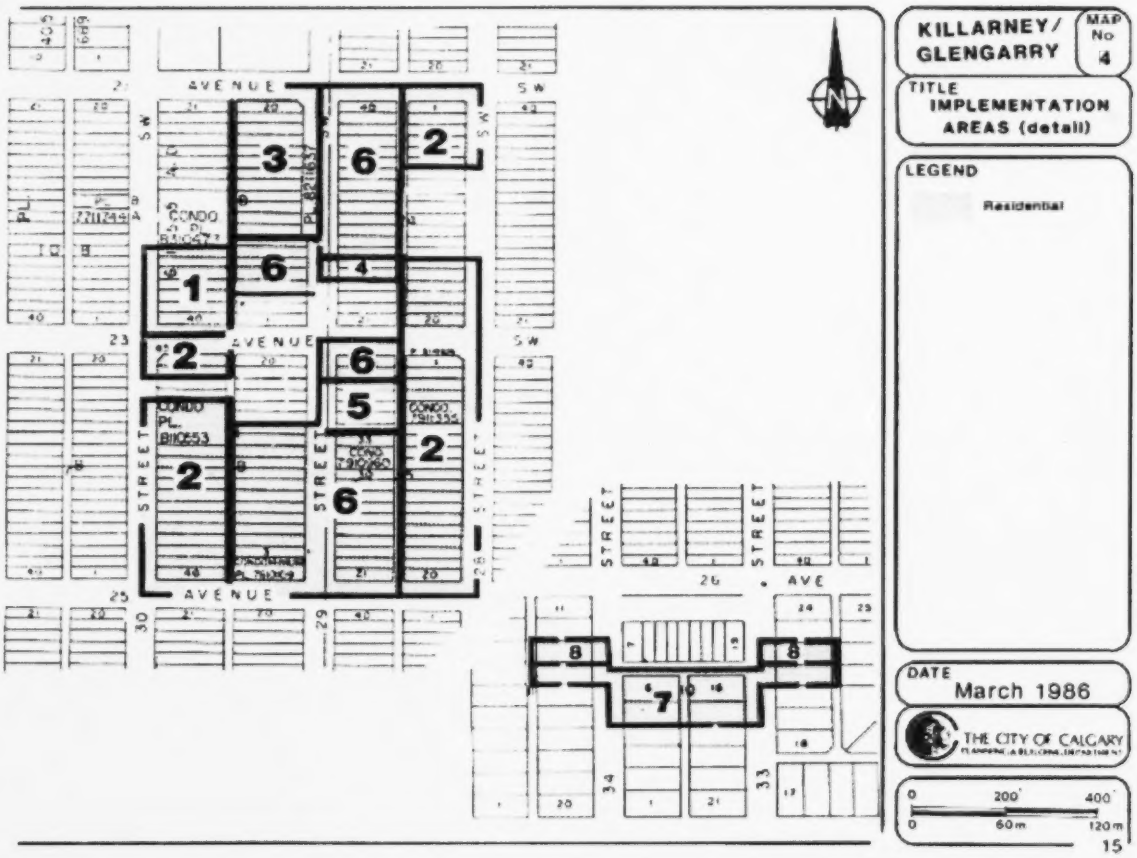
DATE
March 1986

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 800' 1600'
0 240m 480m

2.1.4.5

Site	Existing Designation	Land Use Policy	Proposed Designation/Implementation
1.	RM-4	Townhousing	· Site to be redesignated to D.C. (RM-2) to provide for lower scale development adjacent to the R-2 areas. Guidelines permitting senior citizen housing under the RM-4(100) land use designation density and built form rules will be included.
2.	RM-4	Townhousing	· Sites to be redesignated D.C. (RM-2) to provide for lower scale development adjacent to R-2 areas.
3.	D.C.	Apartment	· Site to be redesignated to D.C. (RM-4).
4.	C-1	Townhousing	· Site is currently developed residentially, will be redesignated to RM-3 as other residential properties on the block face.
6.	RM-4	Townhousing	· Sites to be redesignated to RM-3 to minimize impacts on surrounding community through density and traffic reductions.
7.	RM-5	Townhousing	· Sites to be redesignated to D.C. (RM-2) to provide for development more compatible with adjacent R-2 area.
8.	RM-5	Apartment	· Sites to be redesignated to RM-4 to reflect existing development.
9.	RM-4	Townhousing	· Sites to be redesignated to D.C. (RM-2) with a guideline restricting site access to Richmond Road to minimize potential impacts on adjacent R-2 areas.


KILLARNEY/ GLENGARRY
MAP No 4
TITLE
IMPLEMENTATION AREAS (detail)
LEGEND
Residential
DATE
March 1986
THE CITY OF CALGARY
0 200' 400'
0 60m 120m
15
AVENUE
STREET
CONDO PL. 8110253
CONDO PL. 7211249
CONDO PL. 7810355
CONDO PL. 7810260
PL. 8211657
PL. 7810252
26 AVE

2.2 Commercial

2.2.1 Objective

To establish the extent and the role of commercial areas within the community and encourage commercial development that is compatible with the scale of the surrounding residential areas.

2.2.2 Context

Commercial land uses are located on 17 Avenue S.W., 23 Avenue, 26 Avenue, 29 Street, 37 Street and Richmond Road S.W. The 17 Avenue retail strip is 'general' commercial in nature and serves both local and regional needs. There are five small areas of commercial development within the community serving local needs.

Two commercial categories, local and general commercial, as described in the following sections and as shown on Map 2, are appropriate for the community.

Local Commercial

The local commercial areas are generally intended to provide for goods and services catering to the needs of surrounding neighbourhoods. Typical uses would include banks, dry cleaners, hardware stores, small offices and shops, restaurants, retail food stores and some automotive services. The local commercial policy can best be implemented through the use of the C-1 and C-1A land use designations.

26 Avenue S.W.

There are two local commercial areas located in the heart of the community on 26 Avenue. The typical development consists of one and two storey, flat roof buildings containing personal services, convenience and specialty stores, and offices. These sites should remain local commercial. Development guidelines relating to building design and mass and to traffic impact are provided to prevent negative impact on adjacent residential development.

29 Street S.W.

In the 2300 block of 29 Street S.W., are five mid-block lots which although designated C-1 are developed as residences. These lots will be redesignated to the RM-3 designation recommended for the adjacent residential sites to protect the existing residential nature of the area.

There are six lots designated C-1 north of 23 Avenue on 29 Street. The four lots which have been developed commercially will retain their current designation while the two northernmost lots which accommodate a house will be redesignated to the RM-3 designation proposed for the balance of the block face.

The service station at the corner of Richmond Road and 37 Street S.W. is currently designated C-3 (General Commercial) District. Due to small site size and the adjacent low density residential land use, this parcel will be redesignated from C-3 (General Commercial) District to C-1A (Local Commercial) District.

General Commercial

The general commercial policy areas are intended to provide for a wide variety of goods and services which cater to the needs of a broad population base on a quadrant or city-wide basis. Typical uses would include specialty shops and services and office/retail uses. Mixed use development, including residential uses, are also acceptable.

17 Avenue S.W.

The general commercial policy will be applied to the majority of the 17th Avenue frontage. This will permit a range of retail, office and mixed use (residential and commercial) development along 17th Avenue S.W. between 25A Street S.W. and 29 Street S.W. and between the lane east of 33 Street S.W. and 37 Street S.W. Development in this area should be in the medium density range and mid-rise form provided for under the C-3(23) district.

The density provided for by this district allows development in the range of up to 3 F.A.R. (floor area ratio - the maximum floor area may be 3 times the area of the site) while the 23 metre height limit ensures that the commercial development is not totally out of scale with the adjacent RM-4 (9 m) residential development.

Any expansion of the commercial area into the residential area to the south is strongly discouraged.

Residential mixed use development as provided for under the C-3(23) designation is appropriate and encouraged throughout the strip.

The portion of the 17 Avenue corridor presently designated RM-4 will retain this designation but be placed under a transition policy encouraging owner initiated redesignations and redevelopment to commercial uses and densities consistent with the adjacent proposed C-3(23) designation.

New development should be encouraged to include the elements of a pedestrian shopping strip, such as ground floor retail and the provision of pedestrian oriented amenities.

2.2.3 Policy

1. The commercial land use policy is depicted in Map 2.
2. A local commercial policy will be applied to the majority of the existing C-1/C-1A commercial areas within the community, and the commercial site at the corner of Richmond Road and 37 Street S.W.
3. Certain parcels designated for local commercial uses but developed residentially will be redesignated to reflect the appropriate residential policy.
4. A general commercial policy will be applied to the 17 Avenue S.W. strip.
5. A transition policy encouraging commercial development will be applied to the portion of the 17th Avenue S.W. frontage presently designated for residential uses.

2.2.4 Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications:

2.2.4.1 Development Guidelines

District	Land Use Policy	Proposed Designation/Implementation
C-3(23)	General Commercial	1. The following is to be encouraged: a) Provision of underground parking. b) Access to parking and loading areas from paved laneways. c) Building design to ensure a reasonable transition in building mass to adjacent residential areas while maximizing residential privacy. 2. Where new development includes retail at-grade, the following is to be encouraged: a) Individual at-grade retail entrance. b) Design features such as: clear glazing for store front windows, weather protection for pedestrians, arcades, canopies and pedestrian scale signage. c) At-grade landscaping and street furniture.

Action Required

To implement the commercial land use policies the following actions are required. Refer to Map 3 for site location. The outline of the planning rationale for these decisions is supplemented in the Background Information section.

2.2.4.2

Site	Existing Designation	Land Use Policy	Proposed Designation/Implementation
5.	C-1	Local Commercial	Site to be redesignated to D.C. with C-1 guidelines designed to minimize the impact of new development on the community (see Map No. 4).
10.	C-3	General Commercial	Sites to be redesignated to C-3 (23) to minimize intrusion on adjacent residential development and reduce shadow impact on the north side of 17 Avenue S.W.
11.	RM-4	Apartment/General Commercial Transition	Existing land use designation to be retained; however a transition policy applies encouraging redesignation to C-3(23).
12.	C-3	Local Commercial	Site to be redesignated to C-1A to reflect small site size and proximity to residential development.

3. SCHOOL FACILITIES

3.1 Objective

To establish the City's position with respect to the provision of school facilities in Killarney/Glengarry and to help minimize any negative impact on the community from the possible closure of either of the elementary schools.

3.2 Context

Killarney/Glengarry, as in the case of most inner city and inner suburban communities, poses several problems with reference to school facilities:

a) The possibility of school closure due to declining enrollment.

b) The desire on the part of the community to attract families with young children to whom a viable elementary school may be an important consideration.

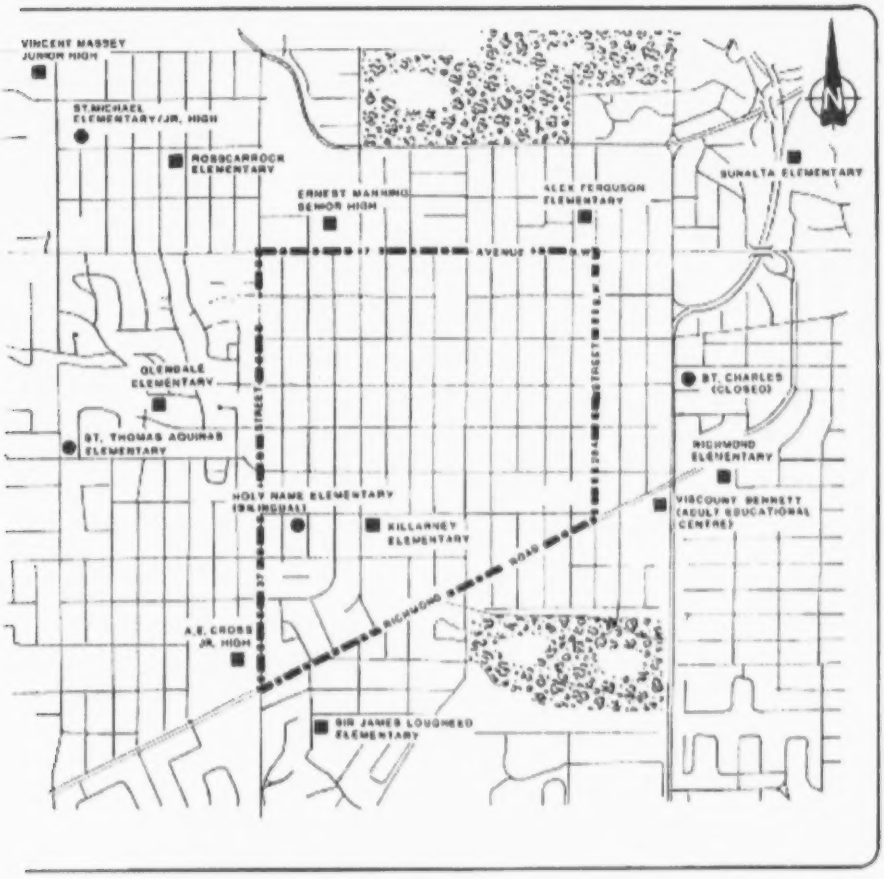
c) The Holy Name School site is owned by the Separate School Board and may be disposed of by them subsequent to school closure. The legal status of the Killarney School site with regard to whether it will remain school/open space in perpetuity is unclear.

Neither of the two schools in Killarney/Glengarry, Holy Name Elementary or Killarney Elementary, have yet been identified for possible closure and both operate viable programs. In the case of Holy Name School, a bilingual program is offered as well as a standard program.

As the Holy Name School site is not located on reserve land (although there is a reserve site adjacent to the school), retention of the sites for open space should the site be declared surplus by the Separate School Board would require the City to acquire the site.

Title restrictions may require the use of the Killarney School site in perpetuity as open space. The City and the Public School Board are presently engaged in discussions to determine the long-term use of the site.

Should both the school sites in Killarney/Glengarry be disposed of, the community would still remain above City standard for quantity of open space. The distribution of the remaining open space within the community however would leave the western part of the community deficient in parks space. To remedy this, the City has declared an interest in acquiring a portion of the Holy Name School site, should the school be declared surplus and the Killarney School site not be reserved for open space purposes.



KILLARNEY/ GLENGARRY

MAP No 5

TITLE

AREA SCHOOL FACILITIES

LEGEND

- Calgary Board of Education
- Separate School Board
- Community Boundary

DATE March 1986

THE CITY OF CALGARY

0 1/8mi 1/2mi

0 400m 800m

3.3 Policy

3.3.1 The City of Calgary's position with respect to the provision of school facilities in Killarney/Glengarry is as follows:

- The City would appreciate being consulted when discussions between the School Boards and area parents relating to possible closure of a community school are undertaken. The City will offer input to the School Board relating to planning policies, population trends and community impact of a possible closure.
- The City would appreciate being consulted with regard to reuse options for particular school sites considered for closure.
- It is the City's position that, whenever possible, school buildings which have been closed should be reused for community related activities. Redesign and renovation of the building should not be of a nature which would preclude the building's return to school use if the child population in the community returns to appropriate levels.
- Due to the importance to the safety of students, age group balance, and attractiveness to young families of a viable school program, at least one public elementary school should remain open within a reasonable distance of residences in Killarney/Glengarry.

The City should continue discussions to determine whether the availability of the Killarney School site for school and open space purposes in perpetuity is assured.

Should the City be unable to obtain such guarantees and should Holy Name Separate Elementary School be declared surplus, a portion of the site would be acquired by the City for open space purposes (see Open Space Section 4.4.3).

3.4 Implementation

3.4.1 Upon adoption of this Area Redevelopment Plan, the City Clerk will forward a copy of the position with respect to the provision of school facilities in Killarney/Glengarry to the Calgary Board of Education and the Calgary Roman Catholic Separate School Board.

4. OPEN SPACE AND RECREATION FACILITIES

4.1 Objective

To provide for high quality community open space and recreation facilities.

To ensure that the equipment and facilities available adequately meet the reasonable needs of the existing and future community residents.

4.2 Context

The Killarney/Glengarry community has seven City-owned parks/open space sites which provide for both the active and passive recreation needs of the area. In addition, the two school sites in the community, Killarney Elementary School and Holy Name Elementary School, provide open space to the community. The majority of the open space sites, including the two schools, are designated P.E. The original site of the now demolished "Glengarry School" recently purchased by the City from the Calgary Board of Education and Kerry Park, while providing open space, are not designated P.E.

Killarney/Glengarry has several streets identified as bikeways.

According to Parks/Recreation Department's standards, the amount of open space per person in the community is currently above standard. There are, however, four concerns:

1. Whether or not the open space is serving the needs of the various age groups in the community (particularly young children and seniors).
2. The planning of the "Glengarry School" site for community open space purposes.
3. The adequacy and distribution of open space in the event that one or both of the schools are declared surplus and considered for disposal.
4. The lack of open space in the northwest quadrant of the community.

4.3 Policy

4.3.1 Open Space Evaluation

The use of existing open space and facilities in the community should be maximized through a Needs and Preference study administered by the Parks/Recreation Department supplemented by a detailed evaluation of the available facilities and their use. A primary intent of this evaluation is to determine the open space and recreation needs of the various age groups and community groups in the community.

4.3.2 Planning and Development of 'Glengarry School' Site

This site, south of the Killarney Pool, requires a design plan for its development. The plan is to be prepared by the Parks/Recreation Department in conjunction with the community and is to be based in part on the Needs and Preference study to be conducted within the community. The planning process undertaken for the ARP identified a desire for park facilities for young children (5 years of age and under) and for seniors.

4.3.3 Site Acquisition

The Killarney School site is not reserve land; however, title restrictions suggest the site must remain as open space in perpetuity. Discussions with regard to the interpretation of the use restriction are ongoing. Should these discussions determine that the long-term open space use is secure then in the case that the Killarney School were declared surplus, the site would remain as open space.

Should the City be unable to secure guarantees as to the security of the long-term open space use of this site, acquisition of a portion of the Holy Name School site would be considered if that school were declared surplus.

There is need for the acquisition of a small site for open space in the northwest portion of the community to comply with Parks/Recreation guidelines that there be useable open space within 500 metres of all residences.

4.4 Implementation

Action Required

To implement the recreation and open space policy, the following actions are required. Refer to Map 3 for site locations.

	Site	Existing Designation	Land Use Policy	Proposed Designation/Implementation
4.4.1	15.	R-2	Open Space	1. The Community and the Parks/ Recreation Department will develop a design plan for this site within one year of the approval of this ARP. 2. The Parks/Recreation Department will recommend a program for the implementation of the park plan and to provide initial funding in 1986. 3. The Planning & Building Department will redesignate the site from R-2 to P.E.
		Northwest Quadrant of Community	Open Space	The Parks/Recreation and Land Departments to monitor the availability of land for open space in the northwest quadrant of the community. When a site suitable for park development becomes available the City will endeavour to acquire the land for open space purposes.

4.4.2 The Community Association, with the support of the Parks/Recreation Department and the Planning & Building and Social Services Departments, will undertake a Needs and Preference Study in the community within one year of the approval of this ARP and will recommend an implementation scheme for proposed park improvements.

4.4.3 Should the City be unable to obtain satisfactory assurance that the future use of the Killarney School site (site 14) will be restricted to school and/or open space use the following actions will be undertaken:

- City Council, contingent upon the above condition, states its intention that should the Holy Name Elementary School (site 13) be declared surplus, the City will exercise its right of first refusal and enter into negotiations to acquire a portion of the site from the Calgary Separate School Board for open space uses. Upon acquisition, any portion of the site acquired with monies from the Reserve Fund will be registered as reserve land.

- At the time that the Holy Name Elementary School is declared surplus the City of Calgary and the Calgary Roman Catholic Separate School Board will undertake a joint study of the site to determine the amount of land needed for open space purposes.

- Subsequent to the study outlined above the Holy Name Elementary School site will be redesignated in accordance with the Joint Use Agreement. This redesignation will require an amendment to the ARP.

- The Killarney School site will be redesignated to R-2 in accordance with the joint use agreement. This redesignation will require an amendment to the ARP.

4.4.4 Should the City be able to obtain satisfactory assurance that the long-term open space school use of the Killarney School site is guaranteed, the Holy Name School site will be redesignated to R-2 in accordance with the joint use agreement.

4.4.5 The Parks/Recreation Department, in conjunction with the community, will explore the opportunity and feasibility of developing a multi-purpose recreational facility on the old Glengarry School site.

5. TRANSPORTATION

5.1 Objective

The road network should provide convenient access into and out of the community, discourage shortcutting traffic and minimize the negative traffic impacts resulting from new development and from the high traffic volumes on 17 Avenue S.W.

5.2 Context

Killarney/Glengarry was developed on a grid road system, as were most of the older communities. The adjacent major roads to the west and north of the community - 37 Street and 17 Avenue S.W., carry substantial volumes of traffic oriented to the downtown and Westbrook Mall. 33 Avenue S.W. and Crowchild Trail - both outside of the community, carry the major traffic flows on the south and east. 26 Avenue, 29 Street and a portion of 26 Street S.W. are the only roads designated as collectors within the community, although the historic, current, and projected volumes on 33 Street and 26 Street S.W. justify their designation as collector rather than local streets.

The community is presently well served by public transit. Bus routes are located on Richmond Road, 26 Avenue, 17 Avenue, 29 Street and 25A Street.

The alternative routes recommended for the West L.R.T. travel through the Westbrook Mall/ Ernest Manning School sites. The location of an L.R.T. line in this area will have an effect on the traffic patterns, and on development potential in close proximity to the station. It is unlikely that this leg of the L.R.T. will be operational within the time frame of this ARP. Although the future alignment and probable associated land uses were considered in the preparation of this Plan, no specific recommendations have been presented.

In the Southwest Roads Study (1978) substantial improvements to 17 Avenue S.W. were approved. These included a widening of the street to accommodate 4 travelling lanes and a median, and the closure of a number of local streets between Crowchild Trail and 37 Street S.W. The Plan recommends that the full street closures be revised to partial closures (right turn in and out).

5.3 Policy

5.3.1 33 Street and 26 Street S.W. south of 19 Avenue should be classified as collector roads in recognition of their present and historic functions and traffic characteristics which are consistent with the guidelines for traffic conditions on collector roads. Although classified as collectors the residential nature of these streets will be protected, no new commercial access allowed and any increase in traffic volumes discouraged.

MAP No. 6

KILLARNEY/ GLENGARRY

TITLE **PROPOSED TRANSPORTATION SYSTEM**

LEGEND

EXISTING

- Expressway
- Major Road
- Collector Road
- Signalized Intersection

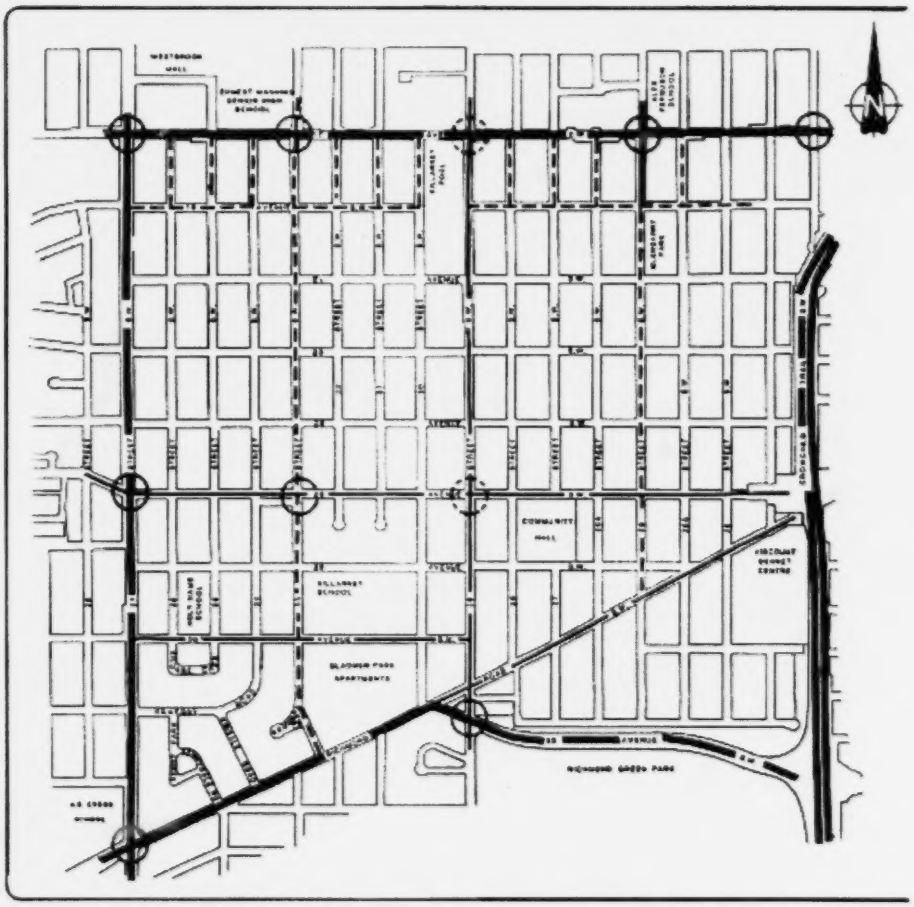
PROPOSED

- Collector Road
- Signalized Intersection
- Partial Closure (right in-right out)

DATE March 1986

THE CITY OF CALGARY

0 800' 1600'
0 240m 480m



5.3.2 The full road and lane closures approved in the Southwest Roads Study be replaced by partial closures at the intersection of the following streets and adjacent lanes on the south side of 17 Avenue S.W.:

25A Street	31 Street
26A Street	32 Street
27 Street	34 Street
28 Street	35 Street
30 Street	36 Street

These partial closures will take place as part of the upgrading of 17 Avenue S.W. approved in the Southwest Roads Study. The timing of these improvements will be dependent on the traffic volume increases along 17 Avenue S.W.

5.3.3 The Transportation Department, at the community's request, will undertake a review of traffic volumes in the multi-unit residential area between 17 Avenue and 19 Avenue and their impact on the community should significant additional development occur. Should impacts be identified the Transportation and the Planning & Building Departments will study alternatives to improve the situation including full or partial closures of the local streets and lanes along the south side of 19 Avenue S.W. to restrict access.

5.3.4 19 Avenue and the following local streets between 19 Avenue and 17 Avenue S.W. should be designated as collectors to accommodate the increased traffic volumes which will be associated with redevelopment, to facilitate developer contribution toward upgrading costs, and to permit commercial access:

25A Street	31 Street
26A Street	32 Street
27 Street	34 Street
28 Street	35 Street
30 Street	36 Street

The proposed collector roads identified in 5.3.4 may require the posting of parking restrictions or, depending on the eventual form and density of redevelopment, reconstruction to widen the pavement within the existing right-of-way.

5.3.5 The use of 29 Street S.W. for local traffic accessing 17 Avenue S.W. should be encouraged to reduce traffic on adjacent local roads.

5.4 Implementation

5.4.1 The Transportation Department will classify the roads identified in Sections 5.3.1 and 5.3.4 as collector roads.

5.4.2 The following controls will be applied to 33 Street and 26 Street between 19 Avenue and Richmond Road:

a) no new commercial access will be permitted;

b) any proposed commercial development is contrary to the provisions of this Plan and will be strongly discouraged;

c) any increase in traffic volumes originating outside the community will be discouraged;

d) no significant changes will occur in the parking policies applied to these streets without community consultation; and

e) no significant changes will be undertaken in the physical characteristics of the streets in order to encourage additional traffic or accommodate existing traffic.

5.4.3 The Southwest Road Study will be supplemented by this Plan which will be consulted when detailed designs for 17 Avenue upgrading are prepared. Specifically, the partial road closures outlined in 5.3.2. will replace the full closures approved in the Southwest Road Study.

5.4.4 Transportation Department staff will be available at the community's request to help address transportation problems.

5.4.5 The installation of traffic lights in 1986 at 26 Avenue and 29 Street has been approved and is being requested as part of the 1986 budget.

5.4.6 Traffic lights are recommended for installation in 1986 at 17 Avenue and 29 Street to encourage the use of 29 Street for local traffic accessing 17 Avenue. (1985 cost estimate $80,000).

5.4.7 The Transportation Department will provide the opportunity for full public discussion prior to any major upgrading or restriction of left turn off 17 Avenue S.W., being undertaken along 17 Avenue S.W. in the Killarney/Glengarry - Richmond Community, west of Crowchild Trail.

6. SOCIAL NEEDS

6.1 Objective

To promote community vitality and cohesion by ensuring that mechanisms exist for meeting community social goals, needs and objectives.

6.2 Context

Killarney/Glengarry has a high proportion of residents over the age of 65 living in single family homes in the community. Although the distribution of the 25-65 population is comparable to the city as a whole, the 0-15 population proportion is quite low. In order to strengthen Killarney/Glengarry as a family-oriented community, policies and programs must be identified that would help 'market' the community to families with young children.

The community is well located for access to social, health and recreational services. With the exception of the seniors in the community, no other identifiable special need groups exist. Seniors currently have access to the Good Companions Seniors club located within the community.

Killarney/Glengarry is generally a safe place to live. The reported crime statistics are comparable to city crime statistics as a whole. During 1984, however, there were over 200 theft related crimes in the community. In view of this, the Neighbourhood Watch Program should be actively promoted within this community. The program would benefit from the participation of seniors in the community who are likely to spend substantial time at home.

6.3 Policy

To achieve the objective of supporting the continuation of Killarney/Glengarry as a viable family neighbourhood, several social policy directives should be explored.

6.3.1 Promotion of the development of family-oriented assisted housing units within the community should be encouraged. These projects could be of both a multi-family and single-family nature. Such housing which would likely provide accommodation primarily for single parent families, would contribute to bringing families and young children into the community.

6.3.3 Encourage the development of more senior citizens housing projects within the community should projections indicate a need. Promote the occupancy of these units to seniors presently residing in single-family homes within the community.

6.4 Implementation

6.4.1 The Approving Authority should encourage new development in the community to be of a design suitable for family accommodation where possible.

6.4.2 Future requirements for senior citizen housing in the community should be projected by the Social Services Department and potential sites identified.

SUPPORTING INFORMATION

PREFACE

This section provides background information to the recommendations and preparation process of the Killarney/Glengarry ARP. This section is not part of the ARP and has no legal status.

KILLARNEY/GLENGARRY AREA REDEVELOPMENT PLAN
Supporting Information
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SUPPORTING INFORMATION

1.0 BACKGROUND TO RECOMMENDED POLICIES

1.1 Approach to Planning

The Killarney/Glengarry ARP has addressed the land use and transportation issues in the community from two primary perspectives. The first is the need to mitigate the negative impacts imposed by one land use on another (for example retail or roads on low density residential). The impacts may be current or they may be projected based on further redevelopment in certain areas.

The second major consideration is the goals defined by the community and the City through the public participation and planning process. These goals reflect the opinions of a wide range of community residents and businessmen. One of the most important goals relates to the community's concern over the decline in the number of school age children and desire to attract young families to the community. As in most of the established (mature) communities, the proportion of senior citizens is increasing in Killarney/Glengarry while the proportion of children is declining (Figures 3, 4). The growth in the +65 cohort is projected to continue into the next century with the proportion of seniors reaching well over 20% in many communities such as Killarney/Glengarry.

It is recognized that the strategies available to encourage young families to settle in the inner communities are limited and likely are only marginally effective. Through the ARP process alternatives were considered and recommendations were developed which attempt to ensure a variety of housing options, while protecting the fundamental low density nature of the community. The provision of a variety of housing types and the upgrading and expansion of park facilities attempts to maintain an attractive family environment with housing suitable to a range of family and economic situations.

1.2 Residential Policies

The residential land use policies presented in the Plan are intended to achieve several objectives with particular attention to the needs and aspirations of young families and long time homeowners:

1.2.1 Variety in Housing Types

It is important to ensure there are a variety of housing options available in Killarney/Glengarry. The provision of areas zoned R-2, D.C. (RM-2), RM-3 and RM-4 allows for the development of single detached homes, duplexes, infill housing, suites, townhouses and apartments. By providing these opportunities it is hoped that a suitable economic living situation can be found by anyone wishing to live in the community.

MAP No. 7

KILLARNEY/ GLENGARRY

TITLE

EXISTING LAND USE DISTRICTS

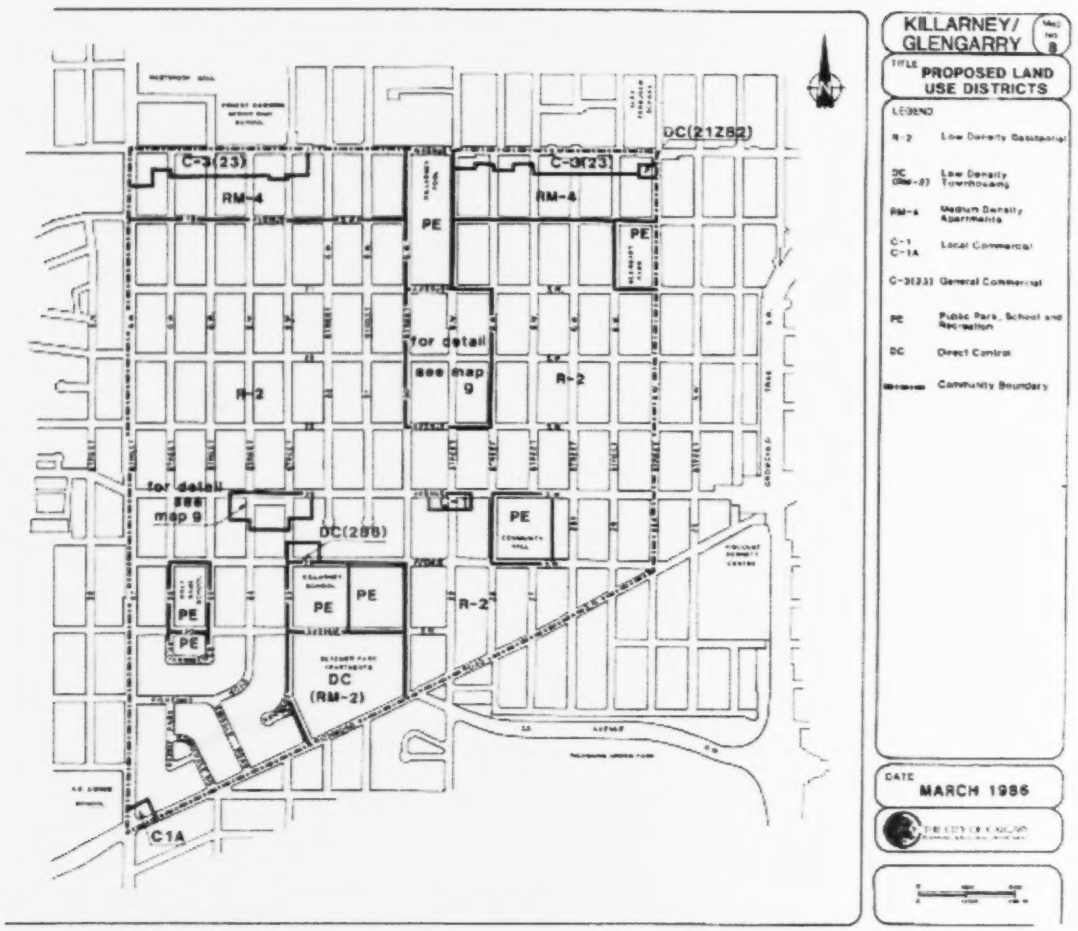
LEGEND

R-2	Low Density Residential
RM-4 RM-5	Medium Density Apartments
C-1	Local Commercial
C-3	General Commercial
PE	Public Park, School and Recreation
DC	Direct Control
----------	Community Boundary

DATE

MARCH 1986

THE CITY OF CALGARY


KILLARNEY/
GLENGARRY
Map No. 8
TITLE
PROPOSED LAND USE DISTRICTS
LEGEND
R-2 Low Density Residential
DC (RM-2) Low Density Townhousing
RM-4 Medium Density Apartments
C-1 C-1A Local Commercial
C-3(23) General Commercial
PE Public Park, School and Recreation
DC Direct Control
Community Boundary
DATE
MARCH 1986
C-3(23)
RM-4
C-3(23)
RM-4
DC(21Z82)
PE
PE
for detail see map 9
R-2
R-2
for detail see map 9
DC(28S)
PE
PE
PE
PE
PE
R-2
DC
(RM-2)
C1A

1.2.2 Stability

The R-2 designation which predominates in the community provides a stable low density environment with little economic incentive for redevelopment. The strength and attractiveness of low density residential communities lie in the physical, environmental and financial security the home location represents for its owner and it is therefore important to maintain the low density policies. The ARP has maintained the R-2 zoning while recommending guidelines to encourage infill or other new R-2 development to respect the existing streetscape.

1.2.3 Compatibility

It is important that the relationship between multi-unit and detached development and between residential and commercial uses be handled as sensitively as possible. Negative impacts on low density development arising from adjacent apartment development is well documented and common in all cities.

1.2.4 These objectives are reflected in the following policies presented in the proposed land use plan:

1.2.4.1 Low Density Detached and Semi-Detached - Conservation and Infill
(R-2 District)

The R-2 designation which remains as a predominant classification in Killarney/Glengarry provides for a range of housing options. The recommended development guidelines should minimize the negative impacts which can result from narrow lot infill housing in R-2 areas. The guidelines will be considered by the Approving Authority in the review of discretionary development permit applications for infill development.

1.2.4.2 Townhousing and Stacked Townhousing
(RM-2, RM-3 Districts)

The RM-4 areas which presently lie in the interior of the community are proposed for redesignation to D.C. (RM-2) and RM-3. This represents a reduction in permissible density, however, an equally important factor is the preference for the townhousing form of development which would occur in the RM-2 and RM-3 zones over the apartment type of development which predominates in RM-4 areas.

The lower densities permitted in the RM-2 and RM-3 districts produce less traffic and less of the disturbances which accompany increasing populations. In addition townhouse projects are more likely to attract owner occupiers and families than apartments. Because of the location of two of the large RM-4 areas in the community's interior the concern over increased traffic was particularly important.

As the RM-2 land use designation cannot presently be used outside of the inner city, a Direct Control (D.C.) designation incorporating the RM-2 rules is proposed.

The D.C. (RM-2) designation is recommended for use in two areas. The Gladmer Apartment site comprising approximately 5.6 ha. (14 ac.) although presently zoned RM-4 is developed to a very low density. A D.C. (RM-2) designation on the site would still provide for more than double the number of units presently developed and greatly reduce the potential for substantial negative impacts on the adjacent R-2 area which could happen if redevelopment to maximum RM-4 densities were to occur. To further reduce the potential impacts, access into the site subsequent to redevelopment would be only permitted from Richmond Road.

The D.C. (RM-2) designation is also recommended for the block faces of 28 Street and 30 Street S.W. between 21 and 25 Avenues S.W. in the central area of Killarney/Glengarry. As with the Gladmer site, the RM-4 and R-2 districts in this area were considered incompatible in the context of the need to ensure the stability of the R-2 areas. The D.C. (RM-2) zoning will permit a substantial increase in density from the adjacent R-2 but the reduced density, the townhouse form, and the development guidelines for the sites will ensure a much better fit between the lower and medium density areas. RM-3, accommodating higher density townhousing will be located along 29 Street S.W., the collector road, in this area excluding a D.C. (RM-4) area on the northern half of the 29 Street west block face south of 21 Avenue.

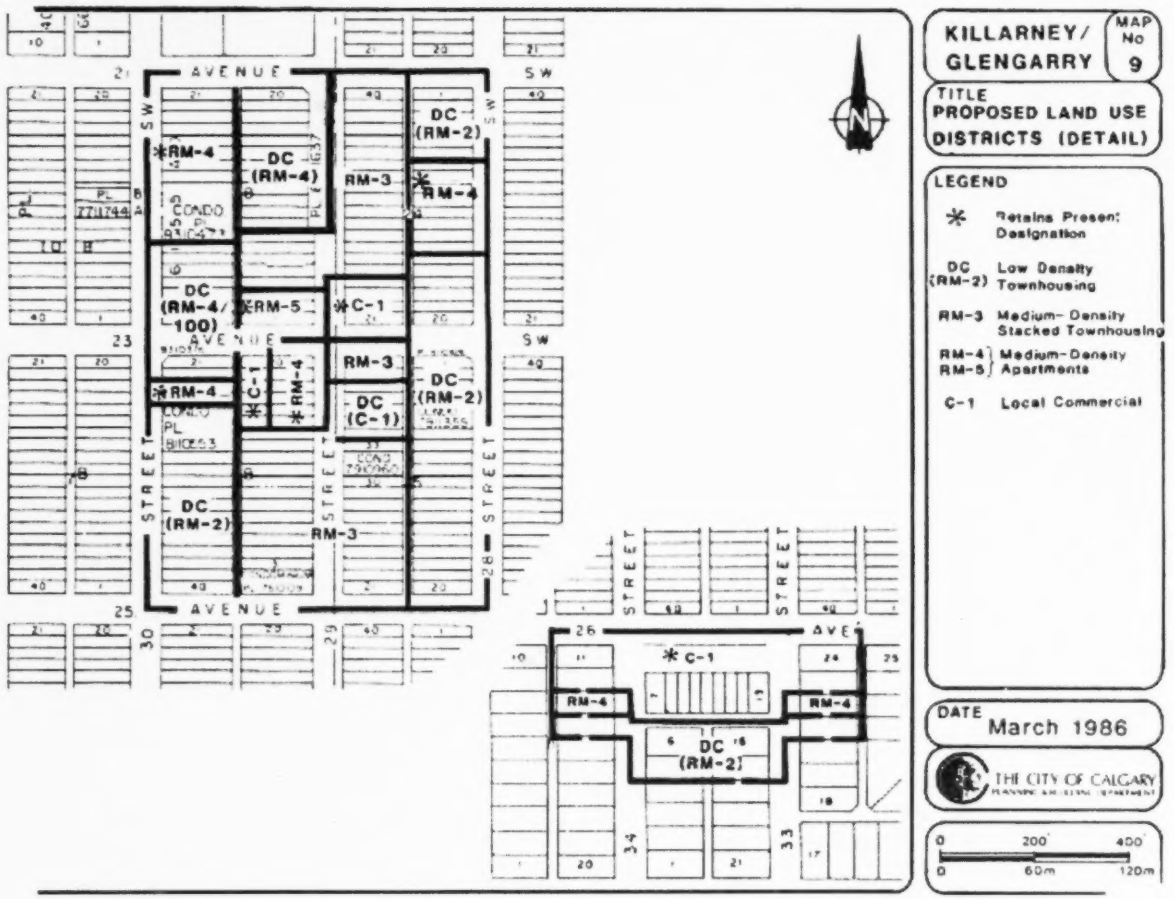
Redesignation has also been recommended for the eight RM-5 properties behind the 26 Avenue/ 33 Street S.W. local retail area. These properties will be redesignated to D.C. (RM-2). The D.C. (RM-2) district will provide an opportunity for higher density than the adjacent R-2 but is much more compatible to the lower density development than the current RM-5 designation. In this area, as throughout the study area, any existing development located in areas recommended for redesignation to lower densities will be rezoned to a designation reflecting the current use and density.

1.3 Commercial Land Use

The intent of the proposed commercial policies is to establish the nature and boundaries of commercial areas, and the interface between commercial and other land uses, while encouraging the provision of a range of local and general commercial uses. It is anticipated that these commercial uses would serve not only the needs of the immediate neighbourhood, but of the regional area as well. These policies will provide the basis for the stabilization and revitalization of the community's commercial areas.

1.3.1 Local Commercial (C-1 and C-1A Districts)

North of 23 Avenue on 29 Street is a C-1 area made up of six lots of which four are presently developed commercially. The two northernmost lots which are occupied by a house will be redesignated to RM-3, the land use designation proposed for the balance of the block. This redesignation reflects the current and historic use of the site The service station on the


KILLARNEY/ GLENGARRY
MAP NO 9
TITLE
PROPOSED LAND USE DISTRICTS (DETAIL)
LEGEND
* Retains Present Designation
DC (RM-2) Low Density Townhousing
RM-3 Medium- Density Stacked Townhousing
RM-4 RM-5 Medium-Density Apartments
C-1 Local Commercial
DATE
March 1986
THE CITY OF CALGARY
0 200' 400'
0 60m 120m
21 AVENUE SW
25 AVENUE
23 AVE
26 AVE
STREET
DC (RM-2)
DC (RM-4)
DC (RM-4/ 100)
DC (C-1)
RM-3
RM-4
RM-5
C-1
CONDO

corner of Richmond Road and 37 Street S.W. is presently C-3 (General Commercial District). Due to the constraints related to the size of the site, and the low density residential land uses (R-2 Low Density Residential District) that surround the site, C-1A (Local Commercial District) is a more appropriate designation for the site.

1.3.2 General Commercial Policy

The existing C-3 district, which presently applies to 17 Avenue S.W., provides for a wide range of retail, office and residential development up to a maximum density of 3.0 F.A.R. and a maximum height of 46 metres (150 feet). These existing C-3 properties have not developed to anywhere near the maximum potential of the district, while low and medium scale residential development has grown around them. However, general commercial uses are still appropriate in this area due to their location along a major thoroughfare.

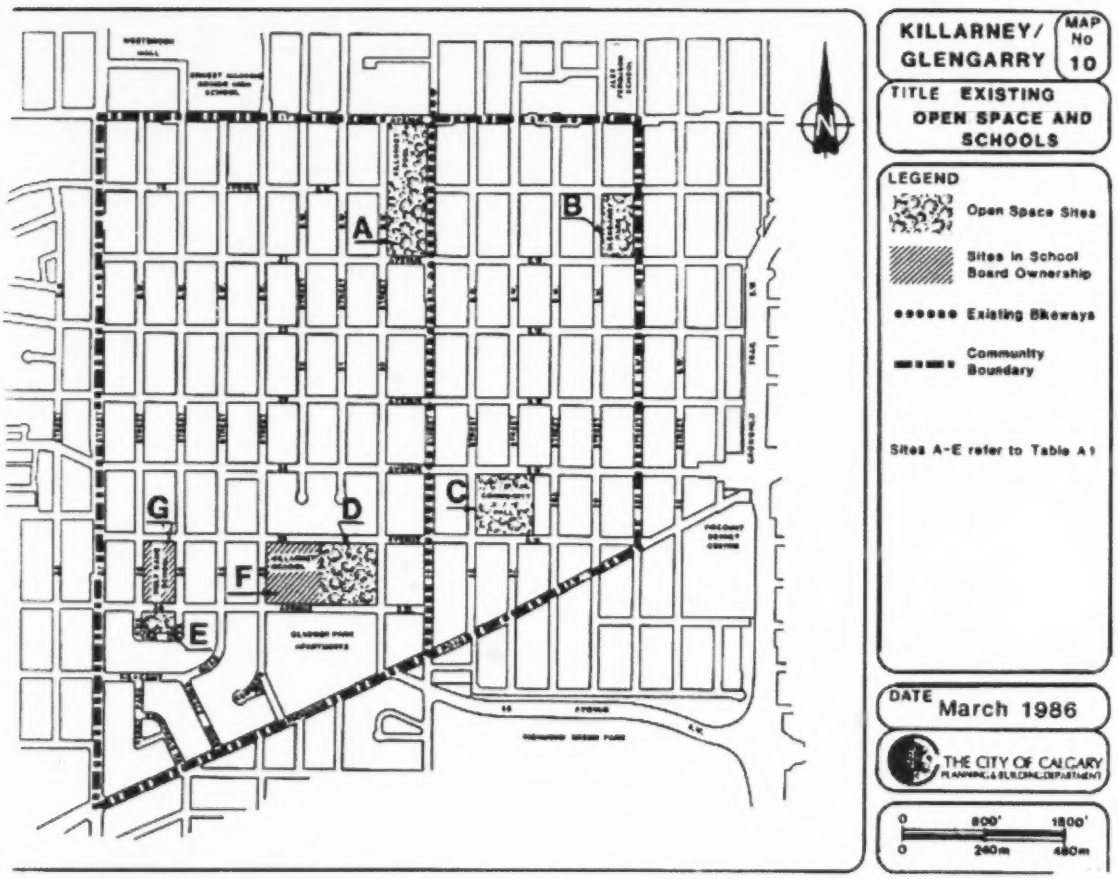
Building and site development guidelines and a reduction in the maximum allowable height to 23 metres (75 feet) under the C-3 district have been applied to 17 Avenue S.W. This would ensure more compatibility between future commercial development and the adjacent RM-4 residential development which has a maximum allowable height of 9 metres. A reduction in height to 23 metres (75 feet) would eliminate a potential wall effect of future C-3 commercial development, prevent potential shadow casting on the north side of 17 Avenue S.W. and be closer in scale to the adjacent RM-4 residential development.

New development in this commercial area should be encouraged to provide pedestrian oriented features such as ground floor retail and pedestrian amenities (benches, canopies, etc.).

That part of 17 Avenue S.W. between 30 Street and the lane between 32 and 33 Streets S.W. has been identified as a transition zone. It should retain its current land use designation but commercial redevelopment to C-3(23) will be encouraged. No amendment to the Area Redevelopment Plan will be necessary for redesignation from RM-4 to the recommended commercial designations along 17 Avenue S.W.

1.4 Open Space and Recreation

Killarney/Glengarry residents have sufficient open space for their recreational needs according to city guidelines. The incorporation of the Glengarry School site into the open space inventory has further improved this situation.


KILLARNEY/ GLENGARRY
MAP No 10
TITLE EXISTING OPEN SPACE AND SCHOOLS
LEGEND
Open Space Sites
Sites in School Board Ownership
Existing Bikeways
Community Boundary
Sites A-E refer to Table A1
DATE March 1986
THE CITY OF CALGARY
0 800' 1800'
0 240m 480m
A
B
C
D
E
F
G
N

The open space recommendations in the ARP are designed to ensure a continuing adequate supply and appropriate distribution of open space in the community. The Needs and Preference study to be undertaken by the City and the Community Association will help identify the recreation needs of the community residents. Particular attention will be paid to the needs of young families whom the community wishes to attract, and seniors, who are becoming an increasingly large component of the population.

The Glengarry School site provides an exciting opportunity for the creation of a major park. The large size, accessibility and proximity of the park to the Killarney Pool will enhance the development possibilities. The Needs and Preference study will help identify how the park should be developed. The design, construction and maintenance of the park can act as a valuable community development project if area residents are encouraged to take an active role in its development.

The ARP in accordance with the Joint Use Agreement (1985) recommends purchase of a portion of the Holy Name School site, should that site be declared surplus and should the City be unable to obtain guarantees that the Killarney School site will remain in open space use in perpetuity. Either the Killarney School or a portion of the Holy Name School site is needed to ensure suitable distribution of open space across the community.

Table A1 outlines open space and school sites in Killarney/Glengarry.

1.5 School Facilities

Recognizing the School Boards' position that to improve the effectiveness of the school systems the closure of certain inner area elementary schools may be necessary, the Plan makes recommendations to ease the impact of any closures in Killarney/Glengarry.

Neither of the two currently operating schools, the Killarney Elementary or Holy Name Separate Elementary School, have been the subject of public closure discussion and it is unlikely that they will be closed in the near future. Should closure discussions be undertaken however, the Plan recommends that the City request the opportunity to have input to the closure and reuse discussions. The City's role in such discussions would be limited to providing background statistical information, interpreting current City policy, analyzing the probable effects on the community of school closures and assisting in exploring and evaluating alternative uses for the school building.

It is important to clearly understand that all matters dealing with the provision of educational services in Calgary are strictly the responsibility of the School Boards. The City's interest is limited to the impacts on the community should the School Boards decide to close a school.

TABLE A1 - RECREATION/OPEN SPACE AND SCHOOL SITES (ACTIVE AND PASSIVE OPEN SPACE)[1]

SITE	LOCATION	EXISTING DESIGNATION	SIZE[1]	FACILITIES
1 a. Killarney Pool	17 Avenue and 29 Street	PE & R-2	.57 ha (1.4 ac)	Regional pool, parking facilities.
b. Old Glengarry School		R-2	2.1 ha (5.2 ac)	Soccer fields, baseball diamonds.
2. Glengarry Park	19 Avenue and 26 Street	PE	1.2 ha (3 ac)	Good Companion senior citizen facility, children's play equipment, park benches.
3. Community Association Lease Site	28 Avenue and 28 Street	PE	1.9 ha (4.7 ac)	Community Association building, tennis courts, shale baseball diamonds, hockey rink, children's playground equipment. Parking facilities.
4. Killarney School	3008 - 33 Street S.W.	PE	1.6 ha (3.9 ac)	School building, baseball diamonds, soccer fields, basketball hoop. Total site size 2.1 ha (5.2 ac).
5. Community Park	3008 - 32 Street S.W.	PE	2.1 ha (5.2 ac)	Shale baseball diamonds and soccer fields.
6. Holy Name School	3011 - 35 Street S.W.	PE	0.86 ha (2.1 ac)	School building parking facilities, baseball and soccer fields, childrens playground equipment. Total site size 1.21 ha (3.0 ac).
7. Kenmare Crescent Park	Kenmare Crescent	R-2	0.1 ha (2.47 ac)	Traffic island.
8. Kildare Park	Kildare Crescent	PE	.46 ha (1.13 ac)	Children's playground equipment.
9. Kerry Park	Kerry Park Road and Kerrydale Road	R-2	.133 ha (.33 ac)	Decorative park.

1. Site size signifies net open space which is calculated by deducting the building and parking areas from the gross or total open space on a particular site.

1.6 Transportation

The recommended changes in the road network are generally confined to the area between 19 Avenue and 17 Avenue S.W. where the full closures recommended in the S.W. Roads Study will be modified to partial closures. The designation of 33 and 26 Streets S.W. to collector status will recognize their historic and current traffic volumes which exceed those levels appropriate for local roads. Guidelines are proposed which will protect the residential nature of these roads.

1.7 Social Needs

1.7.1 Senior Citizens - Demographic Profile

Individuals over the age of 65 years currently represent almost 14% of the total population of Killarney/Glengarry. This same age group represents approximately 6.5% of the total city population. Although one senior citizens home with approximately 50 units exits within the community, the majority of the seniors are long-term community residents residing in their own homes.

Current city population projections published by the City of Calgary Corporate Resources Department indicate the Killarney/Glengarry senior population will increase as follows:

1985 - 14%
1990 - 15%
1995 - 16%
2000 - 16.5%

These projections are based upon current census data and reflect the aging patterns within the community. They do not include increased population growth of other natures which may occur within the community.

Provincial Social Services and Community Health Services are offered to the Killarney/Glengarry community from the Foothills District office located in the community of Hillhurst.

1.7.2 Community Safety

City of Calgary police statistics for 1984 indicate that Killarney/Glengarry is generally a safe neighbourhood to reside in. The largest number of reported crimes in the community was in the theft related category. The following indicates the breakdown of the offenses:

Reported Crime	Number of Reports
Break & entry, house	59
Break & entry, shop	34
Theft - bikes	25
Theft - auto, trucks, trailers	17
Theft under $200	47
Theft over $200	42

These figures indicate that in 1984 the residents of 1 out of every 15.2 dwelling units in the community have had property stolen. This figure can likely be reduced by initiating a Neighbourhood Watch program in the community.

There is one seniors housing project, Friendship Manor, in Killarney/Glengarry. This project offers those seniors who are unable or unwilling to maintain a single family home an opportunity to remain in the community.

1.7.3 Individuals, Families and Children

1.7.3.1 Demographic Profile

Population data indicates the 1984 age distribution of the 25-65 year old population is generally similar to the broader Calgary population. However, the community has a child population of 8%, substantially smaller than the city average (Figure 4).

There are 63 families in the community headed by single-parents. This represents 2.4% of the community's households. This figure is lower than the city wide average of 2.8%.

1.7.3.2 Economic Profile

In the spring of 1984, 3.5% of the community population received some form of Provincial Social Assistance. This figure is comparable to the 3.3% city wide social assistance level.

1.8 Development Potential

The development potential calculations are projections of the total development or population if the community was developed to the maximum potential allowed in each land use district. These figures always represent a substantial exaggeration over the probable or projected population at "full" development because it is very rare for any area to fully realize the potential density or population permitted by the land use districts. Furthermore, given the recent dramatic downturn in development activity and the continuing decline in community population due to lower occupancy rates, the "full" development scenario may not be realized within the 10 to 15 year life of the ARP.

1.8.1 Residential Population Potential

Full development, under the residential policies proposed in this Plan and using occupancy rates projected by the Planning & Building Department, would accommodate approximately 7700 people in 2900 dwelling units assuming no major redevelopment occurs within the R-2 area. As outlined above, this figure is somewhat misleading because it would require the entire higher density portions of the community to be redeveloped. The more likely scenario would be a marginal increase in the number of dwelling units in the R-2 areas and a more substantial increase in the RM-2, RM-3 and RM-4 areas. When a projection is made on this basis the population forecast for 1994 would lie between 5350 and 5550. The potential residential development in the C-3 is excluded from the above calculations.

1.8.2 Commercial Potential

Full development of the commercially zoned areas along 17 Avenue S.W. (excluding the transition areas) would result in approximately 88,100 square metres (948,000 sq.ft.) of gross commercial floor space divided between retail (mainly ground floor) and office uses. This calculation assumes, somewhat unrealistically, that the C-3 areas are fully developed commercially rather than incorporating any residential component. It would be more reasonable to assume, based on historical 17 Avenue S.W. development in Killarney/ Glengarry, that between 50 and 70 percent of the potential commercial area identified above would be developed as residential rental units. Thus the commercial development potential would lie between 25,000 and 44,000 square metres (270,000 - 473,000 sq.ft.) and an additional 300 to 500 apartment units could be constructed.

2.0 COMMUNITY PROFILE

2.1 Historical Development

Killarney/Glengarry is located on lands that were annexed by the City in 1910. The major subdivision plan for the area was registered in 1906 and divided the community into 25' and 50' lots. The first homes, consisting of one-storey, cottage style and two-storey, clapboard houses on 25' lots, were developed during this time. This development was widely dispersed throughout the community.

In 1934, Calgary's first zoning ordinance was approved. Most of Killarney/Glengarry was designated for duplex development (R-2) at this time.

There was little development in Killarney/Glengarry until the post World War II boom. Houses from this period are generally one-storey, stucco bungalows on 50' lots. The majority of these homes were intended for single family use.

In the 1950's, portions of the community were rezoned for three-storey apartments. Some apartment and fourplex development has occurred since that time.

In the R-2 areas, two trends have occurred:

- Many bungalows have been converted to two-family dwellings.
- Single family infill development has taken place on existing, or newly subdivided, 25' lots.

Extensive commercial development has also occurred within the community primarily along 17 Avenue S.W.

2.2 Existing Land Use Districts

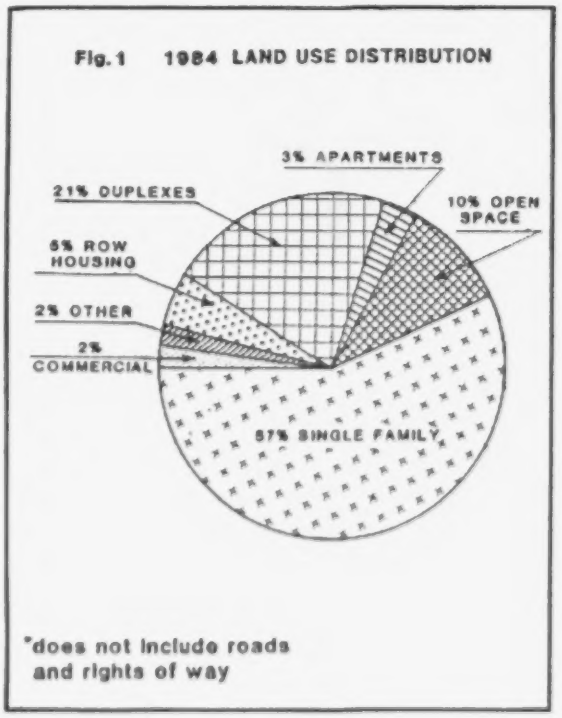
Map 7 represents the existing land use districts in Killarney/Glengarry.

2.2.1 Residential

Over two-thirds of the community is designated R-2 (Residential-Low Density). The higher density RM-4 (Residential Medium Density) district is currently located in three areas of the community:

- between 17 Avenue and 19 Avenue S.W.
- between 28 and 30 Streets S.W. and 21 and 25 Avenues S.W.
- north of Richmond Road between 30 Street and 33 Street S.W.

The RM-4 parcel on Richmond Road is the largest single residential parcel under one ownership in the community. Two small RM-5 (Residential Medium Density Multi-Dwelling) sites presently exist: one on 23 Avenue and 29 Street S.W. which is developed as a walk-up apartment, and eight lots located directly south of the C-1 district on 26 Avenue between 32 and 35 Streets S.W. There are small apartments, duplexes and single family homes in this area.



2.2.2 Commercial

The major commercial area is zoned C-3 (General Commercial District) and encompasses almost the entire south side of 17 Avenue S.W. in Killarney/Glengarry with the exception of the P.E. and RM-4 districts between 29 Street and 32 Street S.W. A small C-3 site is situated at the corner of 37 Street S.W. and Richmond Road S.W. and presently accommodates a gas station. Some small C-1 (Local Commercial) sites are located along 26 Avenue S.W. and along 29 Street at 23 Avenue S.W.

2.2.3 Park, School and Open Space

There are five P.E. (Public Park, School and Recreation District) designations in the community: Killarney Pool site, Glengarry Park, Killarney/Glengarry Community Hall Park, Killarney Elementary School and adjacent park, Holy Name Separate Elementary School and adjacent community reserve parcel.

2.2.4 Direct Control

Three D.C. (Direct Control) districts have been approved by City Council:

TABLE A2

Existing Direct Control Districts

Site No.	Bylaw No.	Location	Date	Approved Use		Developed to DC Guidelines
1	DC 21Z82	1909 - 25A St. S.W.	Feb. 15/82	Apartment	RM-6 Guidelines	No
2	DC 91Z81	21 Ave. and 29 St. S.W.	June 15/81	Apartment	RM-5 Guidelines	No
3	DC 286	3316 - 28 Ave. S.W.	May 12/75	Ukrainian	Cultural Centre	Yes

2.3 Existing Land Use

The community of Killarney/Glengarry contains some 182 hectares (450 acres). The land use distribution is illustrated in Figure 1. The majority of the community is comprised of single family and converted housing units. Higher density townhousing and apartment units make up the balance of the residential component. The total number of dwelling units in 1984 was 2,889.

Commercial development comprises some 2% of the land area within the community. A varied assortment of service and retail stores exist, many of which are small one storey businesses.

Most of these are located along the south side of 17th Avenue S.W.

A number of specific uses should be mentioned:

- The Ronald McDonald House for parents and children staying overnight while at the Alberta Children's Hospital is located at 1925 - 26A Street S.W
- Killarney Place, a seniors apartment, is located at 2730 - 7 Avenue S.W.
- The Good Companions Centre is a seniors drop-in centre located at 2609 - 19 Avenue S.W.
- The Ukrainian Cultural Centre is located at 3316 - 28 Avenue S.W.
- Gladmer Park is a limited dividend housing project located at 3212 Richmond Road S.W.

2.3.1 Parks and Open Space

Including the schools sites, Killarney/Glengarry has an overall gross open space area of 12.57 hectares (29.9 acres). There are a number of developed parks throughout the community which are listed on Table A1. The largest is the community park adjacent to Killarney Elementary School containing 2.1 ha. (5.2 acres). The Killarney/Glengarry Community Association Hall located at 28 Avenue and 28 Street S.W. is on a 1.28 ha (3.17 acre) community park. The community is fortunate in having an indoor pool which is located at 17th Avenue and 29th Street S.W. Glengarry Park, on the eastern edge of the community at 19th Avenue and 25A Street S.W. is a 1.25 ha. (3.10 acre) park. The Good Companions Centre is situated at the north end of this park.

2.3.2 Schools

There are two schools operating within the community, Killarney Elementary Public School and the Holy Name Elementary Catholic School as shown on Map 10. Holy Name Elementary serves as a dual track school offering both bilingual and English programs.

2.3.3 Day Care Centre

Killarney/Glengarry has one day care centre - the Pinocchio Day Care Centre at 3504 - 26 Avenue S.W. with a capacity for 53 children. There is also an observation nursery which operates out of St. Mathews United Church located at 2039 - 26A Street S.W.

2.3.4 Churches

There are six churches within the community:

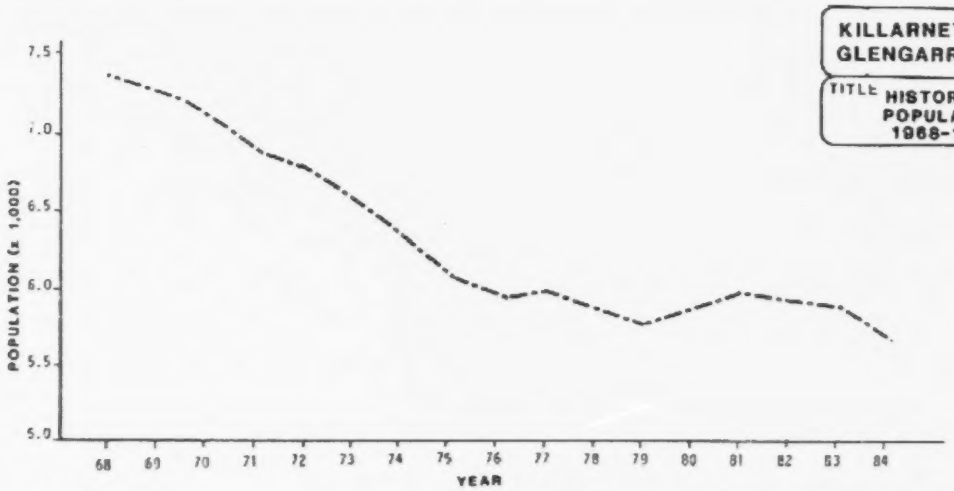
St. Martins Anglican
Holy Name Catholic
Killarney Baptist
Emmanuel Church
Calgary Alberta Stake (Latter Day Saints)
St. Mathews United

2.4 Demographic Characteristics

2.4.1 Population and Occupancy Rate

Killarney/Glengarry's population has declined almost 25 percent since 1968 when it stood at approximately 7400 (Figure 2). The substantial drop in occupancy rates across Calgary during that period from 3.3 people per dwelling unit to 2.2 people per unit provides an explanation of the major portion of this decline. This change in occupancy rates reflects a lower birth rate and the experience of all older communities as adult children leave home.

The increase in the number of dwelling units - up 20 percent from 2400 units in 1974, has not been sufficient to counterbalance the severe occupancy rate decline.



2.4.2 Age Structure

As in most of the older communities, Killarney/ Glengarry is experiencing a "maturing" of the population as the proportion of seniors increases and of children decreases (Figures 3, 4, 5). There has been a decline in the pre-school age population from 530 in 1974 to 310 in 1984, from 8.4 percent to 5.4 percent. This is a significant drop when child oriented facilities and educational programs have to be provided. During the same period, the seniors population increased from 660 to 775. This represents a 17 percent increase while the total community population dropped 8 percent. The trends and dynamics which these age group changes reflect are widespread and it is very likely that the proportion of seniors will continue to increase and of children to decrease.

2.4.3 Housing Structure/Owner Occupancy

As illustrated in Figure 6, there has been a substantial increase in the number of apartments and converted structures since 1976 and a corresponding decline in the proportion of single family detached units in the community. The substantial occupancy rate decline in the single family detached units reflects mature children leaving home and fewer children among the young families which do move into the community.

Fig. 3 **KILLARNEY/ GLENGARRY**

TITLE
AGE PROFILE

LEGEND

1981

1983

1984

DATE
September 1985

THE CITY OF CALGARY
PLANNING & DEVELOPMENT DEPARTMENT

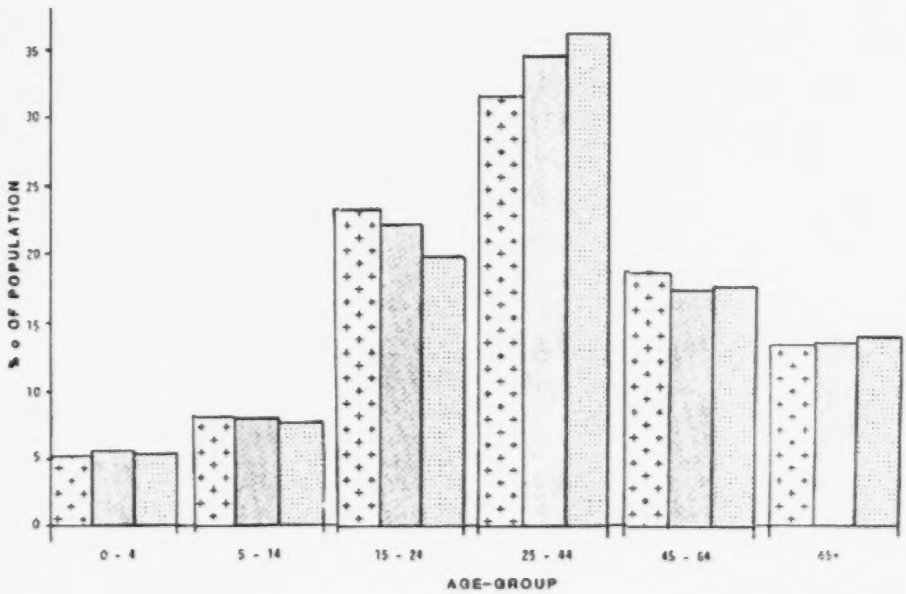


FIGURE 4

Killarney-Glengarry Calgary Age Group Comparison (%)

Age Group	1981		1983		1984	
	K-G	Calgary	K-G	Calgary	K-G	Calgary
0-4	5.3	7.8	5.5	7.6	5.4	7.7
5-14	7.9	13.5	7.6	13.6	7.4	13.4
15-24	23.2	22.0	21.9	20.4	19.8	19.0
25-44	31.6	35.6	34.5	37.5	36.1	38.2
45-64	18.8	15.0	17.4	15.0	17.6	15.4
+65	13.1	6.0	13.3	6.0	13.7	6.3

FIGURE 5

Pre-School Population (0-4 Years of Age)

Year	Pre School Population	Total Population	%
1974	532	6306	8.4
1976	434	5936	7.3
1981	319	5924	5.4
1983	295	5868	5.0
1984	309	5683	5.4

Since 1981 there has been a decline of 4 percent in the proportion of dwelling units occupied by their owners in Killarney/Glengarry (Figure 7). This statistic reflects the construction of new apartments, however, there is also a one percent decline in owner occupancy of single family detached units. This decline in single family detached owner occupancy is a common but disturbing characteristic of the older communities and can make the implementation of policies designed to strengthen the neighbourhood more difficult.

FIGURE 6

Dwelling Unit Mix

Type	1976	%	1984	%
Single Family	1223	51.7	1108	38.4
Duplex	195	8.2	235	8.1
Converted Str.	578	24.4	812	28.1
Apartment	202	8.5	512	17.7
Row Housing	169	7.1	220	7.6
Mobile Home	0	0	0	0
Other	8	0.3	2	.06
Total	2367		2889	

FIGURE 7

Owner Occupancy*

Year	**Total Occupied S.F.D.	Total Owner Occupied S.F.D.	%	**Total Occupied Dwellings	Total Owner Occupied	%
1981	1,214	991	81.6	2,646	1,269	48.0
1983	1,079	874	81.0	2,592	1,151	44.4

*Source: City of Calgary, Corporate Resources Department
**Includes non coded structures

2.5 Existing Transportation System

2.5.1 Roads

The existing and proposed transportation system in Killarney/Glengarry is shown on Map 6. The major roads serving the community are 17 Avenue, 37 Street and Richmond Road/33 Avenue S.W. The collector roads are 26 Avenue, 30 Avenue from 29 Street, Richmond Road east from 28 Street, 26 Street between 17 and 19 Avenues and 29 Street S.W. All other roads are local roads although this ARP makes recommendations for 26 Street and 33 Street S.W. to become collectors. The overall street system is a standard grid pattern with some modification in the southwest corner of the community.

2.5.2 Light Rail Transit (L.R.T.)

To date an alignment for the West L.R.T. has not been approved by Council. The West L.R.T. Functional Study, as yet not considered by City Council, identifies two alignments, one along Bow Trail alignment and a second on 17 Avenue S.W. The Transportation Department favours the Bow Trail alignment.

3.0 BACKGROUND TO POLICY FORMULATION

3.1 Planning Process - Public Participation

The preparation of the Killarney/Glengarry ARP was undertaken in several steps. Opportunity for public participation was provided at each stage:

3.1.1 Issue Identification

An Open House and a Community Survey were used to determine the issues of concern to community residents. From the open house and other sources a Community Planning Advisory Committee (C.P.A.C.) was established with members representing various groups and lifestyles within the community. The C.P.A.C. reviewed the issues raised by the community in depth and established the goals for the ARP from the community's perspective.

3.1.2 Issue Analysis and Generation of Alternatives and Recommendations

Based on the issues identified, block meetings, and background research provided by the City, the C.P.A.C. and City staff generated alternative approaches to the resolution of community problems. The alternatives were reviewed and recommended approaches generated for inclusion in the Draft Plan.

3.1.3 Review of Recommended Policies

Landowners of many of the parcels which could be affected by redesignation recommendations were informed of the policies being considered or recommended. This generated further input which resulted in the adjustment of some recommendations.

3.2 Issues and Concerns

Through the extensive public input to the ARP preparation a large number of community concerns were identified. All the concerns raised from whatever source were reviewed and the issues which could be addressed through the ARP were isolated and studied.

Residents identified a number of reasons for their enjoyment of living in Killarney. The most common reasons were:

- proximity to downtown and shopping,
- quiet,
- affordable housing,
- safe environment,
- stable family community.

Similarly a number of general concerns were raised with regard to the community:

- noise,
- redevelopment pressures,
- poorly maintained houses, properties,
- inadequate parking,
- lack of facilities for seniors.

More than half of those surveyed objected to new development of any kind within the community including infill housing on 25' lots.

Of those surveyed over 2/3 expected to stay in Killarney/Glengarry for the next "few years or so". Two thirds had also been living in the community for more than 5 years.

3.2.1 Land Use Issues

There was a strong feeling that Killarney/Glengarry should remain a stable family oriented community with no new development and no extension of the multi-unit or commercial zoning. Many objectives were raised to apartment development in the interior of the community.

The need to attract young families to contribute to the vitality of the neighbourhood, the continuance of various community projects and the continued operation of the public elementary school were issues raised often in the open house and survey response and became a goal put forward by the C.P.A.C. for the Plan.

There was a widespread concern in Killarney/ Glengarry, as in many communities, over the need for better property maintenance both in rental and owner occupied accommodation.

The need for design guidelines to improve the quality of infill housing was identified.

3.2.2 Parks and Open Space

Many suggestions were received as to ways of improving the existing park facilities in the community. There was a common feeling that the Glengarry school site could be developed into a very attractive and popular park.

A significant number of respondents held the opinion that the community lacked sufficient recreation facilities, parks, and facilities for seniors.

3.2.3 Transportation

Traffic volumes and parking concerns raised considerable comment within the community. There were a number of comments that traffic volumes on 26, 29, and 33 Streets S.W. were excessive and, when considered in context of the narrow carriageway on 33 and 26 Streets S.W., potentially unsafe. Although outside of the community, the loss of access from 26 Avenue S.W. onto Crowchild Trail was criticized by a number of residents and in particular by 26 Avenue S.W. businessmen.

A number of recommendations were made with respect to traffic management measures (speed limits, pedestrian zones, traffic lights, etc.) in various areas of the community.

The difficulty in finding parking was a concern to low density housing residents adjacent to the apartment areas.

4.0 FINANCIAL CONSIDERATIONS

The following is a description and cost estimate for the public improvements proposed in the Area Redevelopment Plan. The estimates are in 1985 dollars.

4.1 Planning and Development of the "Glengarry School" Site

In 1986, the Parks/Recreation Department with the assistance of the community is to develop a design plan for this site as well as undertaking some preliminary development which may include grading, landscaping and the installation of an irrigation system. $60,000.00 is being budgeted for this work by the Parks/Recreation Department.

4.2 Land Acquisition for Park Space in the Northwest Quadrant of the Community

The City is to endeavour to acquire land in this quadrant of the community for open space on an opportunity basis. No cost estimates are included.

4.3 The Installation of Traffic Lights at:

- 26 Avenue and 29 Street - $80,000.00 (approved by City Council as part of the 1986 Traffic Signal Installation Program)
- 17 Avenue and 29 Street - $80,000.00